

# ADVERTISE!

The Best Medium for  
Advertising  
in the Colony is  
THE 'CHINA MAIL.'  
THE POPULAR AND LEADING PAPER.

# The China Mail.

ESTABLISHED 1845.

HONGKONG, FRIDAY, AUGUST 31, 1900.

日七初月八年子庚

PRICE, \$2.50 Per Month.

## PRINTING

Of Every Description  
Promptly, Neatly, &  
Cheaply Executed  
AT THE  
'China Mail Office,'  
5 WYNDHAM STREET.

No. 11,692.

號一廿月八年百九千一英

## Business Notices.

### W. S. BAILEY & CO.,

ENGINEERS AND GENERAL MERCHANTS.

Steam and Hand Pumps,

Drilling Machines,

Weston's Chain Blocks,

Engine and Boiler Mountings,

Ship Telegraphs,

Deck and Engine-Room Stores

of every description.

THIS SPACE RESERVED FOR W. S. BAILEY & CO.  
ENGINEERING AND SHIPBUILDING WORKS.

### Peak Hotel.

CITY OFFICE,  
7, DUDDELL STREET.

### HOTEL CRAIGIEBURN.

PUNNETT'S GAP, THE PEAK,  
near the tram terminus. Telephone 56.  
For Terms,  
Apply to the MANAGER. 743

### TEBRAC PLANTING COMPANY, LIMITED.

NOTICE is hereby given that in Accordance with Article IX., Paragraph 3, of the Articles of Association of the Company, the following SHARES have been FORFEITED:

18701-18790	12836-13185
11041-11085	14036-14785
11880-11935	15786-16085
12136-12285	

JOHN D. HUMPHREYS & SON,  
General Managers. 1739  
Hongkong, August 18, 1900.

### OLIVERS FREEHOLD MINES, LIMITED.

IN Accordance with ARTICLE VIII., Paragraph 3, of the Articles of Association of the Company, Interest at the Rate of \$10.00 per annum is being CHARGED on ALL UNPAID CALLS.

JOHN D. HUMPHREYS & SON,  
General Managers. 1766  
Hongkong, August 17, 1900.

### FOR IMMEDIATE SALE.

A POWERFUL TWIN-SCREW  
RIVER STEAMER, very suitably  
fitted to carry large number of Passengers  
and Cargo.  
For Particulars, apply to  
BANKER & Co.  
Hongkong, July 31, 1900. 1648

### HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.  
CONTRIBUTING SHAREHOLDERS  
are requested to send in a Statement  
of Business Contributed during the Half  
Year ended 30th June, 1900, on or before  
the 15th September, on which date the  
Accounts will be CLOSED.

By order of the Board of Directors,  
THOS. I. ROSE,  
Secretary. 1786  
Hongkong, August 24, 1900.

### WANTED.

BY A YOUNG GERMAN LADY,  
Position as GOVERNESS, to a young  
Child.  
Apply to  
Care of 'CHINA MAIL' Office.  
Hongkong, August 4, 1900. 1679

### Not Responsible for Debts.

NEITHER the Captain the Agents, nor  
Owners will be Responsible for any  
Debts contracted by the Officers or Crew of  
the following Vessels, during their stay in  
Hongkong Harbour:

HAMBURG, British barque, Capt. A. B.  
Caldwell.—Standard Oil Co.  
MARSEILLE, American ship, Capt.  
G. V. Small.—Standard Oil Co.  
President, British barque, 703, Capt.  
Munro.—Standard Oil Co.  
WESTGATE, British ship, Captain Neville.  
—Standard Oil Co.

### METZLER

HIGH CLASS ENGLISH PIANOS.

\$450, Payable in one year. Tuning Free.  
Net Cash \$400.



Second PIANOS returned from Hire in good order. Very  
low Prices to make Room for New Stock.

The Robinson Piano Co., Ltd.

Absolutely Guaranteed.

### NOTICE.

ANY PERSONS having CLAIMS  
Against the Estate of the late Lieut.  
Colonel M. R. RYAN, R.N., who died  
on 25th September, 1900, after  
which date NO CLAIMS can be  
presented.

M. A. TUTT,  
3rd M.L.L.,  
President Committee  
of Adjustment.  
Hongkong, August 20, 1900. 1811

### MINERAL ASSAYS & ANALYSES.

THE YANGLIE VALLEY SYNDICATE, LTD.,  
having its own well-equipped Laboratory,  
is prepared, in order to assist in the  
Mineral Development of China, to do Assay  
work of all descriptions, Quantitative  
Analyses, and to classify minerals for Mine  
owners and others.  
Mines as well as Minerals of Economic  
value purchased and consultations arranged  
by appointment.  
Address:—THE LABORATORY,  
49, Szechuen Road.  
Cable Address,  
'YANGUESS,' Shanghai. 1726  
13th August, 1900.

### 'KIRIN.'

A Delicate  
Lager.

THE CELEBRATED BEER OF  
JAPAN.

QUARTS, \$2.90 per dozen.  
PINTS, \$1.75 do.

### W. HUTTON POTTS,

Sole Agent for Hongkong.

### THE China Review

NOTES AND QUERIES ON THE  
FAR EAST,  
Vol. XXIV, No. 6.

The Empire of China, by M. P. A. Fraser.  
The Expedition of 1895 to Taiwan, by H.  
H. Parker.  
The Origin of the Chinese, by E. Von Zuch.  
Manchuria, by E. Von Zuch.  
Chinese Grammar, by E. H. Parker.  
A Chinese Invention, by Dr. Edkins.  
On the Origin of Connective Conjunctions,  
by Dr. Edkins.  
Monographs, by Dr. Edkins.  
Notes on the Currency of the Philippines,  
by Vice-Consul Ramsden.  
Roots are Indestructible, by Dr. Edkins.  
Voice and Gesture, by Dr. Edkins.  
Literary Intelligence, by Editor.  
Notes and Queries, Etc., Etc.

Single Copy, 1/6.  
Subscription, per Volume, 10/6.  
Hongkong, May 1, 1900.

### 榮 CHEE WING 致

28 & 29, LEE YUEN STREET (WEST),  
HONGKONG.

DEALER IN  
All Sorts of COPPER, BRASS, STEEL,  
IRON WARE, &c.  
Suitable for  
SHOPS, ENGINEERS AND HOUSE BUILDERS.  
Hongkong, May 29, 1900. 1227

### THE HONGKONG COTTON SPIN- NING, WEAVING AND DYING COMPANY, LIMITED.

### NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEET-  
ING OF SHAREHOLDERS in the above  
Company will be held in the Office  
of the General Managers on MONDAY,  
September 3rd, and not on August 27th, as  
originally advertised, at 4 o'clock p.m., for  
the purpose of receiving the report of the  
Consulting Committee and Statement of  
Accounts to August 10th, 1900.

JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, August 13, 1900. 1719

### THE HONGKONG COTTON SPIN- NING, WEAVING AND DYING COMPANY, LIMITED.

NOTICE is hereby given that the RE-  
GISTER OF SHARES in the above  
Company will be CLOSED from MON-  
DAY, August 27th, to the 3rd day of  
Sept., (both days inclusive), and not from  
August 19th, to August 27th, as previously  
advertised, during which period no Transfer  
of Shares can be Registered.

JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, August 13, 1900. 1720

### WANTED TO RENT.

A 7 or 8-ROOMED HOUSE.  
Apply to 'Horse,' care of the  
'China Mail' Office.  
Hongkong, August 15, 1900. 1723

### HONGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITED.

### TIME TABLE.

WEEK DAYS.  
7.30 a.m. to 8.30 a.m., Every quarter of  
an hour.  
8.30 a.m. to 9.30 a.m., Every ten minutes.  
9.30 a.m. to 10.45 a.m., Every quarter of  
an hour.  
11.30 a.m. to 2.00 p.m., Every quarter of  
an hour.  
3.30 p.m. to 6.30 p.m., Every quarter of  
an hour.  
6.30 p.m. to 6.00 p.m., Every 5 minutes.  
Night cars at 8.45 p.m. and 9 p.m., and  
from 9.45 p.m. to 11.15 p.m., every half hour.

Extra cars at 11.30 and 11.45 p.m.  
SUNDAYS.  
8.15 a.m. to 10.15 a.m., Every half hour.  
10.30 a.m. to 11.00 a.m., Every ten min-  
utes.  
Noon to 2 p.m., Every quarter of an hour.  
2.45 p.m. to 8.00 p.m., Every quarter of  
an hour.

Night cars at 8.45 p.m. and 9 p.m.,  
and from 9.45 p.m. to 11.15 p.m.,  
Every half hour.  
SPECIAL CARS by Arrangement at the  
Company's Office, 38 and 40, Queen's Road  
Central.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, May 1, 1900. 1662

## Business Notices.

### BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

4, PRAYA CENTRAL  
(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,  
BOILER COMPOSITION,  
ENGINE AND OTHER OILS,  
ALWAYS KEPT IN STOCK.

ALL ARTICLES OF FIRST-CLASS QUALITY.

BRADLEY & Co., Managers.  
JOHN BROWN HILL, Superintendent.

### LANE, CRAWFORD & CO.

SHOOTING SEASON.

FLANNEL SHIRTS,

WHITE and COLOURED.

SHOOTING BOOTS.

Also: ALL KINDS OF SUNDRYS, Including  
RE-LOADING MACHINES,  
CLEANING RODS,  
PULL-THROUGHS,  
WAD PUNCHES,  
CARTRIDGE EXTRACTORS,  
CARTRIDGE CASES,  
CARTRIDGE BELTS, Etc., Etc.

LANE, CRAWFORD & Co.



### G. H. MUMM & CO.'S

### EXTRA DRY CHAMPAGNE.

Agents: SHEWAN, TOMES & Co.

For Hongkong, Shanghai and Japan.

### HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.  
NEWLY-FURNISHED ROOMS.  
TWO ELEVATORS.  
NEW REFRIGERATING PLANT.  
BEST QUALITY LIQUORS & PROVISIONS.

### ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD  
HIGHLAND WHISKY.

FERGUSON'S  
SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland,  
devoid absolutely of all deleterious matter.

THE CREME DE LA CREME OF  
WHISKIES.

PURE AND MILD.

Sole Importers,  
F. BLACKHEAD & Co.

### MANILA CIGARS,

ALWAYS ON HAND THE BEST MARKS FROM  
'LA INSULAR' AND 'LA PERLA DE ORIENTE' FACTORIES.

J. M. DE ZUNIGA,  
No. 9, Queen's Road Central,  
Entrance by Ice House Street, (New Victoria Hotel).

### THE PHARMACY,

10 Queen's Road Central, Hongkong.

ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully  
dispensed by a qualified CHEMIST. Special attention to FRENCH and other  
FOREIGN FORMULAE.

SOMERVILLE'S 'EXPORT' AND 'GLENDOUR' WHISKIES.  
PORTSOY HIGHLAND WHISKY (PURE MALT).  
MANILA CIGARS.

Manager, RICHARD FLINT.

### PROFESSIONAL NOTICE.

DENTON E. PETERSON.  
DOCTOR OF DENTAL SURGERY.  
10, DES VOGES ROAD, CENTRAL.

Hours 10 A.M. to Noon, 2 to 5 P.M.

DR. PETERSON will visit SATUR-  
DAY, September 1st, 1900.  
Hongkong, August 23, 1900. 1593

### KANG LEE & Co.

Jewellers, Gold and Silver  
Smiths, Watch-makers.

DEALERS IN  
SILK and IVORY WARE, CHINESE  
and JAPANESE CURIOS.

Also:—  
An exceptionally fine Stock of the latest  
Goods always on hand.

Prices very MODERATE.

A trial is respectfully solicited.

36, QUEEN'S ROAD CENTRAL.  
(Formerly occupied by the Hongkong Club).  
Hongkong, January 1, 1900.

## Business Notices.

### AERATED WATERS.

SODA,  
LEMONADE,  
TONIC,  
GINGER ALE,  
SARSAPARILLA,  
KOLA,  
CINCHONA TONIC



SANTHARIS,  
LITHIA,  
POTASH,  
GINGER ALE,  
RASPBERRY,  
ADE,  
Etc., Etc.

PURE AND SPARKLING.

### GREEN ISLAND CEMENT CO., LTD.

### Portland Cement.

In casks of 375 lbs net \$5.00 per cask, ex Factory.  
In bags of 250 lbs net \$3.00 per bag, ex Factory.

Factories—HONGKONG AND MACAO.

Glazed—Stoneware, Drain Pipes and Fittings, Glazed  
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

### Shewan, Tomes & Co.,

GENERAL AGENTS.

2635

### MUSICAL DEPARTMENT.

SELECTED LIST OF PIANOS SPECIALLY BUILT FOR THE CLIMATE.

PATENT PORTABLE PIANO	\$250	ROBSON MODEL BY BROADWOOD	\$1200	
CHALLENGE MODEL BY CHALLENGE	\$400	SUPERIOR MODEL BY DORNER	\$850	
COTTAGE MODEL BY CHALLENGE	\$240	SHORT GRASP MODEL BY DORNER	\$1250	
OXFORD	CHALLENGE	\$500	BROADWOOD SECOND HAND PIANO	\$150
CAMBRIDGE	CHALLENGE	\$1100 & \$1200		

DEALERS FROM \$100

### LANE, CRAWFORD & CO.

### VICTORIA DISPENSARY.

PRICKLY HEAT LOTION.

THE ONLY EFFECTUAL REMEDY FOR ALLAYING THE IRRITATION.

DAKIN'S SINGLE SEIDLITZ.

A MOST AGREEABLE AND EFFECTIVE EFFERVESCENT APERIENT.

CAMPENOL.

UNQUALIFIED FOR USE IN THE BATH AS A PREVENTATIVE AGAINST PRICKLY HEAT.

### CHAS. HEIDSIECK'S CHAMPAGNES:

WHITE SEAL (1893 VINTAGE).  
PER CASE OF 1 DOZEN QUARTS, \$38.00; 2 DOZEN PINTS, \$40.00.

CACHET IMPERIAL (Extra Dry; Cont. Americain).  
PER CASE OF 1 DOZEN QUARTS, \$42.50; 2 DOZEN PINTS, \$44.00.

NE PLUS ULTRA. (Finest Extra Dry Quality).  
Same as shipped to England.  
PER CASE OF 1 DOZEN QUARTS, \$44.00; 2 DOZEN PINTS, \$46.00.

SPECIAL PRICES FOR QUANTITIES.

SIEMSEN & Co.,

SOLE AGENTS FOR CHINA AND JAPAN.

### BLATZ

THE STAR MILWAUKEE BEER.

PER CASE OF 10 DOZEN PINTS \$25.00

SOLE AGENTS:

H. PRICE & Co.,

12, QUEEN'S ROAD.



TRADE MARK.  
和  
HONG NINE  
YUEN WO  
TELEPHONE  
No. 135.

250

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.



TRADE MARK.  
和  
HONG NINE  
YUEN WO  
TELEPHONE  
No. 135.

250

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.

16, QUEEN'S ROAD.



## THE AUSTRALIAN NAVAL CONTINGENT

The Australian Naval Contingent which arrived in Hongkong by the *Salamis* consists of men representing New South Wales and Victoria. The strength of the New South Wales contingent numbers 216 blazers and potty officers, a stretcher bearer, a company of 16, and 45 marines. The force is in charge of Captain Hixson, R.N., naval commandant, but his charge has

[illegible]

Company was also placed under C. H. Hixson's command, and the combined naval forces now number between 500 and 600 men. During the time the Australians were hurrying to South Africa, an attempt was made to have some of

men to go. Immediately those  
residencies in the East became inactive  
the cause of the naval man, who were  
in political and military circles, was warmly  
received. There is no doubt that the naval  
man will acquire to himself as creditable  
as the land force have done in South  
Africa.

It would appear from the proceedings  
of the Legislative Assembly to have that  
the European element of the volunteer  
force or service was very large. The  
Colonial Secretary asked the Colonial Secretary whether  
the percentage had been drawn to the fact  
75 per cent. of the men selected as  
Naval Contingent for China were married  
men, notwithstanding that hundreds  
of men were married. The Colonial  
Secretary said that he had written a  
letter to the officer entrusted with the formation  
of the contingent directing him that  
every one who was married man applied  
and his place could be filled by a single  
man, the latter should be selected.  
The Colonial Secretary had received some  
information in which the men who had  
applied to go objected to go on the  
ground, and he had instructed the officer  
striking the names of those off the list.

The men are paid at the rate of 7  
pence a day, and before leaving Sydney the  
Colonial Secretary was at that time to draw a month's pay in  
advance. The men are paid 10 pence a day  
when on board, the balance is a day in  
advance assigned to their relatives.

The Victorian naval contingent was



This micrograph shows a section of a control rat brain. The tissue appears healthy with a clear arrangement of cells, including neurons and glial cells, and no significant signs of pathology or inflammation.

100

5-18-64



\_\_\_\_\_

100



THE LATE LT. COL. RYAN.  
R.A.M.C.

A Tribute.

The usual fortnightly meeting of the Sanitary Board was held yesterday evening. Dr. Bell, Vice-President and Acting Principal Medical Officer, occupied the chair in the absence of the Hon. R. D. Ormsby, and the others present were Mr. Tooker, Acting Director of Public Works, Dr. Hartigan, Dr. Clark, Medical Officer of Health, Messrs J. McKie, E. Osborne, Fung Wa Chien and G. A. Woodcock, Secretary.

The Chairman said that before proceeding with the order of the day, he wished to bring forward a resolution of regret at the loss they had sustained by the death of their member. Since the Board met last, Colonel Ryan, R.A.M.C., had succumbed to an attack of pneumonia. As they all knew, Colonel Ryan took a great interest in Sanitary matters in Hongkong. He was a prominent member of the Board, and he was a man of high character and of high ability. He was a member of the Board when it was a medical man, and one who had served in one of the best medical schools in the world. He begged to move that the Board express its deep regret at the death of Colonel Ryan of the Royal Army Medical Corps.

Dr. Hartigan said he had deep regret in seconding Colonel Ryan took a very great interest in everything which went on there, and at the time of his death, he was actually preparing a scheme for the betterment of the Sanitary Board. He was a man of very distinguished service in the army, and there was no one else who he did of which he believed none of the members were aware. He had certainly not expected to see him in the papers, and which he thought, deserved the highest recognition. When stationed in India he got notice from some of his Indian servants that an attack by Bashi Bashi was being contemplated on the hospital. He applied to the General in command for a guard to defend the hospital. His application was refused, and he said at once, "I am not going to see my men slaughtered, and as he was entitled to his rifle, he got out of bed, he held his rifle at the door, and he was shot. The attack came on and was repulsed. He got this notice from the Colonel himself, because he never believed in the story of the Bashi Bashi. The whole report was based, instead of his getting the Distinguished Service Order, as he undoubtedly should have done, he got nothing. Their small mark of recognition would show that they had done what they could in a small way in recognition of his services.

The resolution, as proposed by the Chairman, was declared carried.

QUARTERS OF A SANITARY INSPECTOR.

Unit for Habitation—Saturated with Malaria.

At the meeting of the Sanitary Board yesterday, Dr. Bell, Vice-President, in the chair, an item of confidential business was discussed in public, on the motion of Dr. Hartigan, supported by Mr. McKie and Mr. Osborne.

The Clerk (Mr. Woodcock) submitted a letter from the Colonial Veterinary Surgeon (Mr. C. V. Ladd) in reference to the Sanitary Inspector's quarters at Kennedytown Cattle Depot, and other papers thereabout.

Dr. Hartigan moved that the Government be requested to provide suitable quarters for the Inspector at the Cattle Depot, the house at Kennedytown now occupied by him being most unsuitable and in its present condition unfit for human habitation. This matter had been under discussion for some time or three years and yet the Government had done nothing. Every man who lived in this particular house had been ill. Inspector Watson, when he left and went to the market, was not ill for 18 months, but when he returned he was taken ill and was at present in hospital with fever. It was perfectly impossible for a man in the Inspector's position to do his work satisfactorily if he was ill every day. The place was actually saturated with malaria. It was most important that the quarters should be thoroughly well up in his work and thoroughly well able to do it. As to the state of the place, he was down there the previous day and made a careful examination. The house was built right in the angle of the hill. It had a back wall facing a valley through which a river came. In fact the only air got was practically poisonous air from a little stream in the valley, and the breeze from the sea was cut off from the house.

The Chairman thought it would be better to have a definite suggestion to make. He thought there was no question that the man suffered from malaria, but he thought it would be better if he were to move to a better place. A small committee of medical men, composed chiefly of medical men, but including also some of the laymen, should be appointed to investigate the matter. The Chairman—Very well, I am out of order.

Mr. McKie—I rise to a point of order, Sir. We do know a little bit about malaria sites. The Chairman—Thank you, perhaps you do, but I think it would be better to have a small committee, perhaps Mr. McKie would be on it. The Inspector must live down there, and it would be very much better to have a definite proposition before the Government. Putting on another story is no good. At any rate I think—Dr. Hartigan—I have not proposed another story. I purposely left that out. I left it an open question.

The Chairman—Your motion is to provide suitable quarters? Dr. Hartigan—Simply to provide suitable quarters.

The Chairman—Very well, I am out of order.

Mr. McKie, in seconding Dr. Hartigan's motion, said he would not let his boy or Chinese servants live in the house occupied by Inspector Watson. It was not nearly so well ventilated as the sheds in which the cattle were housed.

Mr. Osborne strongly supported the motion.

Mr. Tooker agreed with the Vice-President that it would be better to have a definite proposal to present to the Government.

After further discussion, Dr. Hartigan withdrew his motion in favour of a motion proposed by the Chairman to the effect that Doctors Hartigan and Clark, and Mr. McKie, be appointed a Committee to choose a site for the new quarters and recommend it to the Government.

GENERAL TELEGRAPHIC NEWS.

The Waimea Incident.

London, August 30.—Mr. St. John Brodrick announced in the House of Commons last night that France had agreed to go to arbitration with Great Britain concerning the French Government on behalf of the widows and children of the British officers who were killed at Waimea, in West Africa, during a collision with a French force some years ago.

New Zealand and Preferential Duties.

Wellington, August 30.—The Premier announced in the House to-day that as soon as British manufacturers were in a position to supply all the requirements of the colony within reasonable time, he was prepared to introduce a preferential rate duty for British goods. At present Britain was unable to supply many orders for machinery and consequently the colony had to go to America.

Mr. Seddon also announced that information of a somewhat alarming character had reached him during the last few days regarding an influx of Austrians. Three thousand were already in the North Auckland, and several hundred more were on the way from Austria. This was very undesirable, and if it could not be checked otherwise, he would ask Parliament to pass legislation to do so.

The imports of the colony for the last quarter showed an increase of £411,000 as compared with the corresponding quarter of last year, or more than 25 per cent. The exports increased by £437,841, or more than 18 per cent. The excess of exports over imports was £1,291,793, a slight increase compared with the corresponding quarter of last year.

THE MURDERED KING HUMBERT.

(From Australian Papers.)

London, July 30.—Advises from Rome state that King Humbert was killed by the assassin, Angelo Breccia, in the street at Monza, while His Majesty was returning from a gymnastic competition. The popularity of the King was evidenced during the afternoon by the enthusiastic ovation which was accorded him by the populace.

Rome was quiet at midnight, but this is accounted for by the fact that very few persons knew of the frightful tragedy.

London, July 31.—The tragedy was perpetrated at 10.30 a.m. on July 30. When the bullet entered his side, the King said in his carriage, calmly exclaiming, "It is nothing!"

The coachman drove as quickly as possible to the royal villa, which was reached in three minutes.

His Majesty expired as he was being borne over the threshold of the house. Queen Margherita for some time imagined that he was merely unconscious from the effect of the wound, and the doctors who were summoned had to discharge the painful duty of informing her that her husband was no more.

When she knew the sad truth the unhappy lady, bursting into a flood of tears, exclaimed, "The greatest crime of this century! Humbert was a good, faithful man, and he bore no ill-will to any one!"

The first message of condolence to the bereaved Queen came from His Holiness the Pope, who, on learning of the assassination, said a mass for the repose of the dead monarch's soul.

The Queen of England and the Prince and Princess of Wales were inexpressibly shocked and grieved at the crime, and promptly sent messages to Margherita conveying their condolences.

On this question it is proved to be a silk-weaver, and to have hailed from Paterson, a city in the State of New Jersey, America. Since his arrest he has maintained an insolent and cynical demeanour.

He denies that he has any accomplices. On this question it is proved to be a silk-weaver, and to have hailed from Paterson, a city in the State of New Jersey, America. Since his arrest he has maintained an insolent and cynical demeanour.

He denies that he has any accomplices. On this question it is proved to be a silk-weaver, and to have hailed from Paterson, a city in the State of New Jersey, America. Since his arrest he has maintained an insolent and cynical demeanour.

He denies that he has any accomplices. On this question it is proved to be a silk-weaver, and to have hailed from Paterson, a city in the State of New Jersey, America. Since his arrest he has maintained an insolent and cynical demeanour.

He denies that he has any accomplices. On this question it is proved to be a silk-weaver, and to have hailed from Paterson, a city in the State of New Jersey, America. Since his arrest he has maintained an insolent and cynical demeanour.

He denies that he has any accomplices. On this question it is proved to be a silk-weaver, and to have hailed from Paterson, a city in the State of New Jersey, America. Since his arrest he has maintained an insolent and cynical demeanour.

He denies that he has any accomplices. On this question it is proved to be a silk-weaver, and to have hailed from Paterson, a city in the State of New Jersey, America. Since his arrest he has maintained an insolent and cynical demeanour.

THE POLICE FIND THAT THE CONSPIRACY TO ASSASSINATE KING HUMBERT ORIGINATED IN AMERICA, AND THAT THE CONSPIRATORS AIMED AT KING HUMBERT AND OTHERS.

A FUNNY LANGUAGE.

The English language is a very funny one. There are a good many necessities about it, as you find out when you are learning to speak and write it. Some of its contradictions are set out in the following sentences.

We'll begin with box, and this plural is boxes. But the plural of ox should be oxen, not axes.

The one fowl is a goose, but two are called geese. Yet the plural of mouse never becomes mice.

You may find a lone mouse, or a whole nest of mice, but a plural of house is houses, not hises.

But the plural of man is always called men, and the plural of woman is women.

Why shouldn't the plural of pan be called pen? The cow in the plural, may be cows or kine.

But a low if repeated is never called line, and the plural of vine is vines, never vine.

And the plural of foot and you show me your feet. And I give you a boot, would a pair be called boots?

We speak of a brother, and also of brethren. But though we say mother, we never say meihren.

Then the masculine pronouns are he, his, him, and the feminine ones she, hers, and her.

So the English, I think, you will all agree, is the funniest language you ever did see.

WEATHER REPORT.

The following notice is issued from the Observatory—

On the 31st at 11.55 a.m. Barometric changes are unimportant. Pressure remains high over S. China and Japan, and highest in the Pacific to the E. of the latter.

The wind is a light S.W. breeze, with a light S.E. breeze in the area lying between N.E. and S.W. winds.

Gradients slight for N. and N.E. winds on the coast and in the E. part of the China Sea. Forecast—moderate S.W. winds; showery.

STEAMERS PASSED SUEZ CANAL.

(SUPPLIED THROUGH ROUTE.)

OUTWARD.—Raffles, Larriague, July 3; Beryon, July 10; Suez, July 13; Beryon, July 16; Suez, July 19; Beryon, July 22; Suez, July 25; Beryon, July 28; Suez, July 31.

INWARD.—Raffles, Larriague, July 3; Beryon, July 10; Suez, July 13; Beryon, July 16; Suez, July 19; Beryon, July 22; Suez, July 25; Beryon, July 28; Suez, July 31.

THE P. & O. Co.'s s.s. *Clyde*, with the *Esmeralda* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

The P. & O. Co.'s s.s. *Esmeralda*, with the *Clyde* MAIL, of 3rd Aug. left Singapore on Monday, the 27th August, at 1 p.m., and may be expected to arrive on or about Saturday, the 1st Sept.

Auctions.

GOVERNMENT NOTIFICATION.

No. 430.

THE following Particulars and Conditions of SALE of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 3rd day of September, 1900, at 3 p.m., are published for general information.

By Command, F. H. MAY, Acting Colonial Secretary.

COLONIAL SECRETARY'S OFFICE, Hongkong, 18th August, 1900. 1705

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 3rd day of Sept., 1900, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 Years.

Particulars of the Lot.

Locality.	Boundary Measurements.				contains in square feet.	Annual Rent.	Upset Price.	Sale of Value.
	N.	E.	S.	W.				
Market Street and Upper Station Street, Taiping-shan.	66	318	45	45	14,175	228	25,438	1



## Shipping.

**SHIRE LINE OF STEAMERS.**  
FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship **RAIDERSHIRE**, Captain HADLEY, will be despatched for the above Ports on SATURDAY, the 1st September, at 5 p.m.

For Freight or Passage, apply to **SHEWAN, TOMES & CO., Agents.**

Hongkong, August 30, 1900. 1791

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship **CHERIDIA**, Captain DAVIS, will be despatched for the above Ports on SATURDAY, the 1st September, at Noon.

For Freight or Passage, apply to **JARDINE, MATHESON & Co., General Managers.**

Hongkong, August 25, 1900. 1792

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR SHANGHAI.

THE Company's Steamship **KANSU**, Captain SOMMERVILLE, will be despatched for the above Port on SUNDAY, the 2nd September, at Daylight.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**

Hongkong, August 29, 1900. 1814

**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

FOR MANILA.

THE Company's Steamship **DIAMANTE**, Captain A. RAY, will be despatched for the above Port on MONDAY, the 3rd Sept., at 5 p.m.

The attention of Passengers is directed to the excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to **SHEWAN, TOMES & Co., General Managers.**

Hongkong, August 30, 1900. 1743

**THE OKURA SHOSEN KAISHA, LIMITED.**

FOR MANILA, AMOY AND TAIWANFOO.

THE Company's Steamship **ANPING MARU**, Captain N. ARIMURA, will be despatched for the above Ports on WEDNESDAY, the 5th September, at Daylight.

For Freight or Passage, apply to **MIYAGI, RUSSAN KAISHA, Agents.**

Hongkong, August 23, 1900. 1776

**SHEWAN, TOMES & CO.'S NEW YORK LINE.**

FOR NEW YORK VIA SUEZ.

THE Steamship **GLENSIDE**, Captain ST. JOHN GRIFFIN, will be despatched for the above Port on THURSDAY, the 6th September, at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

Tickets issued by this Company to and from Australia are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to **GIBB, LIVINGSTON & Co., Agents.**

Hongkong, August 17, 1900. 1730

**OCEAN STEAMSHIP COMPANY.**

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship **CLAUDEUS**, Captain BARRETT, will be despatched for the above Port on TUESDAY, the 15th September.

For Freight, apply to **BUTTERFIELD & SWIRE, Agents.**

Hongkong, August 9, 1900. 1697

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR MANILA.

THE Company's Steamship **TAITAN**, Captain NIXON, will be despatched on THURSDAY, the 20th Sept., at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines.

A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to **BUTTERFIELD & SWIRE, Agents.**

Hongkong, August 27, 1900. 1803

**UNITED STATES AND CHINA JAPAN STEAMSHIP LINE.**

(HAMBURG-AMERIKA LINE (HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship **ASTORIA**, Captain HILDEBRANDT, will be despatched for the above Port on or about 10th October.

For Freight, apply to **CARLOWITZ & Co., Agents.**

Hongkong, August 30, 1900. 1818

## Shipping.

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR MANILA, CEBU AND ILOILO.

THE Company's Steamship **KAIKONG**, Captain PENNEFATHER, will be despatched on SUNDAY, the 2nd September, at Daylight.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to **BUTTERFIELD & SWIRE, Agents.**

Hongkong, August 27, 1900. 1787

**OCEAN STEAMSHIP COMPANY.**

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship **PROMETHEUS**, Captain DAY, will be despatched for the above Port on TUESDAY, the 4th September.

For Freight, apply to **BUTTERFIELD & SWIRE, Agents.**

Hongkong, July 27, 1900. 1623

**FOR NEW YORK VIA SUEZ CANAL.**

THE Steamship **RICHLAND CASTLE**, Captain DAVIS, will be despatched for the above Port on or about the 1st August, and will be followed by the Steamship **AFRIDA**, on or about the 8th September, and the Steamship **MARIA DE LARRINAGA**.

For Freight, apply to **DODWELL & Co. Ltd., Agents.**

Hongkong, August 25, 1900. 1537

**NORDDEUTSCHER LLOYD.**

REGULAR SERVICE

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Callings in SAIPAN, PSE, FRIEDRICHSHAGEN, FISCHHAUSEN, HAMBURG, TOWNVILLE, ROCKHAMPTON, BARRABEE AND SYDNEY.

On

**WEDNESDAY, the 5th September, 1900, at Noon, the S.S. MUNCHEN.**

Captain KRAUS, with Mail, Passengers, Specie and Cargo will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to **MELOHNS & Co., Agents.**

Hongkong, July 19, 1900. 1509

**EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

FOR SYDNEY AND MELBOURNE.

(Callings at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship **AIRLIE**, Captain ST. JOHN GRIFFIN, will be despatched for the above Ports on THURSDAY, the 6th September, at 4 p.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

Tickets issued by this Company to and from Australia are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to **GIBB, LIVINGSTON & Co., Agents.**

Hongkong, August 17, 1900. 1730

**OCEAN STEAMSHIP COMPANY.**

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship **CLAUDEUS**, Captain BARRETT, will be despatched for the above Port on TUESDAY, the 15th September.

For Freight, apply to **BUTTERFIELD & SWIRE, Agents.**

Hongkong, August 9, 1900. 1697

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship **TAITAN**, Captain NIXON, will be despatched on THURSDAY, the 20th Sept., at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian S. S. Co., and vice versa.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE, Agents.**

Hongkong, August 27, 1900. 1804

**OCEAN STEAMSHIP COMPANY.**

FOR LIVERPOOL DIRECT.

(Taking Cargo at LONDON Rates).

THE Company's Steamship **EXETER**, Captain BLISS, will be despatched for the above Port on THURSDAY, the 20th September.

For Freight, apply to **BUTTERFIELD & SWIRE, Agents.**

Hongkong, August 24, 1900. 1784

**OCEAN STEAMSHIP COMPANY.**

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship **ATACUS**, Captain PULVER, will be despatched for the above Port on TUESDAY, the 2nd October.

For Freight, apply to **BUTTERFIELD & SWIRE, Agents.**

Hongkong, August 28, 1900. 1823

## Mails.

**NOTICE.**  
**COMPAGNIE DES MESSEAGERIES MARITIMES.**

**PAQUEBOTS POSTE FRANCAIS.**

**STEAM FOR SAIGON, SINGAPORE, PATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.**

**PORTS OF BRAZIL & RIVER PLATE.**

ON MONDAY, the 10th September, at 1 p.m., the Company's Steamship **ARCA**, Captain SCHWITZ, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES via BOMBAY.

This Steamer comes from COLOMBO with the *Ville de la Océ*, which vessel takes on her Passengers and Mails, leaving Port on the 22nd September, direct to SUEZ, PORT SAID and MARSEILLES.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m.; Specie and Parcels until 3 p.m. on the 9th September. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, August 28, 1900. 1806

**TOYO KISEN KAISHA.**

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN & HONOLULU.

Proposed Sailings from Hongkong.

*America Maru*, (via) WEDNESDAY, 1st Sept., at Daylight.

*Kobe Maru*, (via) SATURDAY, 4th Sept., at Noon.

*Shanghai Maru*, (via) SATURDAY, 4th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Kobe Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Shanghai Maru*, (via) TUESDAY, 5th Sept., at Noon.

*Yokohama Maru*, (via) TUESDAY, 5th Sept., at Noon.

## Mails.

**PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY.**

WILL dispatch VESSELS to the Undermentioned PORTS on the DATES named—

YOKOHAMA, Via SHANGHAI, COCHIN, C. D. BENNETT, R.N.R., Noon, 1st Sept.